southern regions, agriculture and the processing industry in the central part, and reindeer-breeding and trapping in the northern regions.

Particular attention is given in Yakutiya to transportation. The socialist reconstruction of the new Republic began with almost a total lack of roads. The chief means of transportation was always and is still by boat. During the Five-Year Plans the transportation system has undergone a radical reorganization. Whereas in 1917 the entire Lena fleet consisted of 37 outmoded steamers and 113 barges, by the beginning of World War II the Yakut Republic had 127 steamers and more than 500 barges.

Before the Revolution steamer traffic was restricted basically to the upper and lower regions of the Lena as far as the mouth of the Vilyuy. At the present time steamers sail the whole length of the Lena, Vilyuy, Aldan, Olekma, Amga, Chara, and Maya, and all the other major northern rivers.

The development of the Yakut rivers is directly connected with a very important measure adopted by the Soviet government, namely, the opening up of the Northern Seaway, which through the heroic efforts of polar explorers, sailors and fliers has been turned into a permanently operating route. In the 1920's the Vladivostok-Kolyma routes were reopened. In 1932 the icebreaker Sibiryakov made a historic journey by sailing directly and without a stop from Archangel to Vladivostok. The heroic trip made by the Chelyuskin (1933) proved the navigability of the Northern Seaway for conventional-type steamships. In 1936 there was opened a route along the river Yana, in 1937 the Anabar, and in 1938 the Olekma and the Indigirka. The opening up of the Northern Seaway sharply stepped up the carriage of freight to the northern regions of Yakutiya.

The opening up of navigation in northern Yakutiya helped the economic resuscitation of this region. From that time on, the mining and fishing industries began to develop and strengthen. Commodity turnover increased sharply as a result. Coal, timber, salt and food products were delivered to the lower regions of various rivers from Yakutiya. The river routes now being exploited stretch more than 9000 kilometers—almost a quarter of the circumference of the globe.

River traffic has also speeded up. Comfortable double-decker ships of the Volga type run from Osetrovo to Yakutsk, a distance of about 2000 kilometers, in only 5 days.

In 1952 the Lena River Steamship Line acquired new powerful diesel ships of the latest Soviet type.

The Lena River route is now linked to the Siberian Sea artery by a direct railroad line (from Tayshet to Osetrovo docks).

The construction of overland roads has become a matter of nationwide interest in Yakutiya. About 2500 kilometers of permanent highways with winter road camps have been built. The construction and operation of highways have involved tremendous difficulties, such as coping with snowdrifts, ice floes, and ice-covered snow. Of the motor highways linking Yakutiya with the outside world, a particularly important one is the Amur-Yakutsk Highway which connects Aldan, and in winter Yakutsk, with the Ussuriysk railroad.

At the present time freight is brought into Yakutiya by four different routes: The Upper Lena wharves (Kachug, Zhigalovo), the Osetrovo wharf, the Amur-Yakutsk Highway, and the Northern Seaway.

Aviation routes connect Yakutsk with Irkutsk, Krasnoyarsk, Novosibirsk and Moscow. The local lines in operation are Yakutsk-Aldan, Yakutsk-Bulun-Tiksi, etc.

The centuries-old isolation of this region from the chief centers of the country is now a thing of the past. Extensive development has also

taken place in such forms of communication as radio, telegraph and telephone. Compared with 1940 the number of radio points in 1952 was more than doubled. By this time communication had been established between Yakutsk and rural localities and machine-tractor stations, and 225 nasleg soviets had been linked by telephone. Many rayons and nasleg soviets are now equipped with radios.

The extent of the postal routes is 65,000 kilometers, practically twice the length of the equator.

Towns and Cities

The capital of the Yakut ASSR is the city of Yakutsk, which used to be the oblast center. Here are concentrated the most important Yakut Republic offices, ministries, banks, scientific institutes, and higher and secondary schools. During the Soviet period Yakutsk has been turned into a major industrial center. The water system laid in Yakutsk has the deepest water-intake point in the world. The problem of obtaining subsoil water for this water system was an extremely difficult one because of the permafrost. Engineers worked hard to solve this problem even before the Revolution, though never successfully. Soviet technicians and working people have solved it. Subpermafrost water is now fed into the main water supply. Stone bathhouses, mechanized laundries, barbershops and other such enterprises for the personal use of the population did not come into being until the Soviet regime. The streets of the city are paved with wood blocks and sidewalks have been constructed. Yakutsk is rapidly developing.

Over the last few years Yakutsk has been changing from wooden buildings to brick and sometimes reinforced concrete buildings. Bus routes between the city and neighboring regions are now in operation.

In Yakutsk there are 22 secondary, seven-year and primary schools. They are attended by about 9000 children. In the city there are 16 tekhnikums, various courses, and a pedagogical institute, a Yakut Theatre of Music and Drama, a Russian drama theatre, two movie houses and seven clubs. The Pushkin Science Library, the Yaroslavskiy Yakutsk Regional Museum and the Yakutsk Museum of Fine Arts are great favorites with the citizens.

There are hospitals in the city and it is also there that the research institutes and laboratories are to be found. In 1947 a research base of the USSR Academy of Sciences was opened there, and in 1949 it was turned into the Yakutsk branch of the Academy. In the same year there was opened a Yakutsk branch of the Tuberculosis Institute of the Academy of Medical Sciences.

Agriculture

In pre-Revolutionary Yakutiya the poor and middle peasant families totaled more than 80 percent of all households. One-seventh of all the households were entirely without sowings, and many were only able to sow a few hundredths of a hectare each. Most of the households (97 percent) had to do without factory-made agricultural implements. Stockbreeding produced extremely poor results. The owners of large areas of land and abundant livestock i.e.,—the kulaks and toyons, grew rich, but not so much by raising the level of land cultivation and animal husbandry as by exploiting the poor and middle peasants.